

MANSFIELD TRIAL AT WESTERLY

Eleventh Day Devoted to Evidence Concerning Engine, Car, Wheel and Brake Inspection—Testimony as to Stopping Trains Given by Witnesses—Facts Brought Out on Cross-Examination.

Wednesday was the eleventh day of the trial of Engineer Charles H. Mansfield on two counts of manslaughter, in connection with the railroad wreck at Bradford. Up to the present time, the name of the accused has not been mentioned on the witness stand, or by attorneys, but three times he was called to the stand.

Robert L. Miller, of New London, signal foreman for three years, was the first witness called. Wednesday afternoon he testified that he was on duty at 2 o'clock on the morning of the wreck. He watched the levers in the tower until relieved by Mr. Bailey and no one touched the levers while he was on duty. Within an hour after the arrival he went over the line to see if there were any broken wires, and again at daybreak, but found none crossed or broken or out of order. The distant signal lever was in normal condition. The gray boxes at Bradford and Wood River are identical.

Upon cross-examination by Mr. Fitzgerald, witness said he had charge of the New London section, which includes Bradford. Mr. Newman was mechanical foreman and witness was electrical foreman, now witness is both. The gray boxes formerly contained signal, but for the past five years it has been substituted. He did not know why the change was made and this work is usually done by the construction department. He has not since the wreck received any orders to tighten up the bolts on the gray boxes, but had inspected them to see that they were in order, and if out of order they are attended to by the repair gang. His last inspection of the gray boxes was about two weeks ago, and the time was on then, just as they were three years ago. He went into the tower upon arrival at Bradford, before he examined the wire line. He went in the desk to see if

wires were crossed or broken, and followed the pole line, by walking on the ground and did not see or feel the wire for a break. At daybreak, or two hours after the first inspection, he made a second inspection, and this was perhaps nine hours after the wreck. He was on duty from 5 o'clock Wednesday afternoon until 8 o'clock on Wednesday morning, watching the sealed levers in the tower house. It was his duty to see that everything was right electrically at Bradford.

John Cheney, of New London, whose duty was sending up locomotives at Midway for the railroad company, testified that on the morning after the wreck he saw the engine of 25 at Midway at 5.30, just when it arrived, as was ordered by duty as watchman on the engine and remained there an hour until relieved by Mike Sullivan. No one touched the engine while he was on duty.

By Mr. Fitzgerald—He was summoned in the case down stairs in the court house. He did not know the 1933 requiring him to report to his superior, but he was governed by his foreman. This matter was ruled out by the court.

Rule 1933 reads: When an employee is served with a subpoena, summons, or other legal process in which the railroad company is a party, the employee is required to report to any court, or officer, he will at once notify by telegraph the superintendent, or head of department in which he is employed, and the general attorney and be governed by the instructions received.

Michael J. Sullivan, of New London, a locomotive hostler at Midway, testified that on the morning after the wreck he saw the engine of train 25 in the yard. He remained on the engine until relieved by Edward Dow. No one else was allowed on the engine while he was on duty. By Mr. Fitzgerald—He did not know he was to come to Westerly until ordered to do so by the master mechanic. He made a report on the engine of train 25, and his memory had not been refreshed before coming to court. The number of the engine was 125 and the fact that this engine had been in the wreck impressed it on his mind. He was ordered to report to the attorney general in a local hotel. There he had in the room and Messrs. Phillips and Otis were there. They asked the witness questions, but gave him no instructions.

Edward Dow, of New London, boiler maker's helper at Midway, testified that he saw engine 1333 that was attached to train 25, that was in the yard at about 6.45 o'clock. He was ordered to watch the engine and allow no one to touch it.

By Mr. Fitzgerald—He was ordered to court by the master mechanic's office.

Patrick Connell, of New London, a blacksmith at Midway, testified that he saw engine 1333 that was attached to train 25, that was in the yard at about 6.45 o'clock. He was ordered to watch the engine and allow no one to touch it.

James E. Sheehan, of Boston, general car inspector with headquarters in New Haven, since 1904, testified he was in charge of car repairs and car equipments, when cars are out of the shops. Prior to this he was chief car inspector and previous to that was in charge of the inspection at the Boston yards. Shortly after the wreck he inspected the cars of 25 train in New York on the day after the wreck, April 27. He inspected cars No. 5593, No. 2275, the Elaine, the Wickford, No. 7867, No. 6714 and No. 7933. There time, as it was in service. The cars and brakes, and wheels were in good condition. There were no flat spots or rough spots on any of the wheels, or on the slides on the rail it will roughen the wheels. The brakes used are considered the best in service and the cars modernly equipped.

By Mr. Fitzgerald—Witness said he was notified by the mechanical superintendent's office to be in court at Westerly, and he came here from New Haven. He went to New York to make the inspection of the cars of this train and made a report to his superior officer. He did not go to New York on the train he inspected and when he arrived train 25 was set for the dining car, at 301t Haven, minus the dining car, and ready for inspection. Neither Engineer Mansfield, or any of his representatives, were at the inspection. None were present except the New York, New Haven



and Hartford company employees. The cars were held for inspection by himself and the interstate commerce commission, so he understood from his superior officers. The statement was ordered stricken out.

Charles U. Joy, of New Haven, general air brake inspector for 29 years in the employ of the New Haven road, as fireman, engineer and brake inspector, testified as to his duties. He examined locomotive 1333 at Midway the day after the Bradford wreck, and found all brake system in good condition, and there were no flat spots on the wheels and locomotive did not slide for any great length. Assistant Mechanical Engineer Stewart was present at the inspection but took no part in it. He has tested trains similar to 25 at Cleveland, Ohio, where general tests were made.

The total weight of such as is train 717 4-5 tons and on a level track, when such a train is speeding at 50 miles an hour, and with the wheels gripping the rails, it is a tremendous weight. It is made within 972 feet, with good rails, and 60 miles an hour in 23 seconds, and in 1400 feet. There might have been a slight stoppage in the wheels, after the emergency brake is set. In emergency the brakes should be applied first, and then the sand. He made no examination of the sand box, but did examine the sand pipes, the one on the left was all right, but the one on the right was plugged by plaster. When official tests as to the stopping of trains at high speed, are made, the very best rail conditions prevail. Mr. Joy explained in detail the general construction and working of the air brake system. It was difficult to tell whether an engine sliding on a bad rail would show rough spots or smooth spots, or an emergency is set, but he believed they would.

When court reconvened in the afternoon, Mr. Joy resumed his testimony in relation to the air brakes and their effect. The jurors were in their places at 2.15 the hour to which the recess was taken, but it was twenty-five minutes later when Judge Rathbun came to the bench, as there was a consultation with the lawyers for the state, which later included Attorney Fitzgerald for the defense. The trial then proceeded, Mr. Joy testifying. If a train going at fifty or sixty miles an hour, stopped upon the application of the emergency brake, there was no rough spots on the wheels it would not be that rough, or the sand made the rail good and it would indicate the wheels had revolved the whole distance.

The distance in which a train like 25 could be stopped was based on the belief that all was right and in good working condition, said Mr. Joy, upon the engine's examination by Mr. Fitzgerald. The tests made in 1909 of air brake equipment in the west, in which Mr. Joy took part, and adopted in 1910, after tests were made to satisfy the railroads that the new brakes would stop a heavy train as readily as light trains. He was invited to participate in the tests of Westinghouse brakes which continued for three weeks. Mr. Joy told that the engine of 632 was equipped with brakes the same as the train 25, but the cars of that train were not. The cars of 25 were of four-wheel and six wheel trucks, all six wheel but two. There is a difference in the wheels. The Pullmans are a flangeless shoe and does not hold as well as the flange shoes. At the time of the wreck the flange shoe was used, but since then the plain shoe has been adopted.

He did not make a running test of the engine on the day after the wreck, but he did make a standing test. He was not able to tell what the brakes could do on a bad rail. A six car train can stop on a good rail in eight or ten train car, that is a shorter distance, all conditions being equal, that is on an emergency application.

The distance upon which a train must slide to flatten a wheel, depends upon the hardness or temper of the wheels, but not upon the hardness of the wheel. The condition of the rail has much to do with flattening a sliding wheel. If a wheel is properly tightened in the locomotive it would take more time for complete application.

The court adjourned to 10.30 Thursday morning.

In compliance with the nation-wide policy the members of the coast guard will be vaccinated with typhoid and smallpox vaccine. This was done in accordance with orders from the commandant of the service. Since this branch was combined with the revenue cutter service, under coast guard designation, the members are more or less subjected to the discipline as enlisted men. The stations in the Rhode Island district are Price's

Neck, Green Hill, Narragansett Pier, Point Judith, Sandy Point, Block Island, Quonocotung, Watch Hill and Fishers Island.

Rhode Island Woman's Christian Temperance Union annual session at Providence, and the prayer and praise service of the opening day was conducted by Miss E. P. Nichols, of Westerly. In the report of the corresponding secretary a comprehensive review of the forty-eight unions and ten branches of young people was given, showing what the membership of 2,000 women had accomplished during the past year. There has been increase in membership of 230. A feature of the session was the address of Louis A. Reed, of North Scituate, who said: "Young women, refuse to keep company with any young man who smokes or uses alcohol and you will find that he will give up using these two poisons. That is one way in which you can help to stop the liquor traffic in this country."

Republican politics in Westerly are just sizzling in regard to the legislative delegation from the town. Maurice W. Flynn received the endorsement of the town committee for nomination as representative from the Second district, and Attorney Samuel H. Davis has announced that he will contest for the nomination in the caucus. Francis G. Haswell has been endorsed for renomination by the First District committee. Two years ago Joseph T. Murphy received the committee endorsement and Mr. Haswell contested and won in the caucus. Now Mr. Murphy will do just what Mr. Haswell did two years ago, make a contest and win with hope of winning.

The general town committee has endorsed Albert H. Langworthy for state senator, to succeed Senator Louis W. Arnold, who declines renomination after many years of service. It is practically arranged to keep the polls open until ten o'clock on the night of the caucus and then will be some hustling to get out a big vote. There are no registry caucus rules in Rhode Island, as in Connecticut, and any voter can take in any caucus, without regard to his politics.

Local Laconics.

Rogers Trainor, clerk in the town clerk's office, has resigned.

John Johns, a stone cutter, formerly of Westerly, died Wednesday at his home in New London.

James E. Duffy, of Providence lodge, has been appointed district deputy grand exalted ruler for Rhode Island Benevolent and Protective Order of Elks. He succeeds Martin H. Spellman, of Westerly lodge.

Local Laconics.

While William Sheehan was leading his cow behind his wagon the animal became soared at a passing trolley car and became tangled in the halter, and the result was a broken neck. The cow was valued at \$75.

Going to Westerly.

There was a meeting of Pioneer Hook and Ladder company Wednesday evening and arrangements were made to visit Westerly Saturday evening. Upon invitation of the Westerly Veteran Firemen's association.

Ray S. Kirscher, former principal of the Stonington High school, moved his home from his childhood effects from the borough Tuesday.

Richard Hewitt, of Middletown, who is soon to take a post-graduate course at Princeton, was the recent guest of his grandmother, Mrs. James Miner of Town street.

Mrs. Courtney Webb of Webster, Mass., came Friday to visit Mrs. Mary Webb of Town street. Sunday Mrs. Webb motored here, Mr. and Mrs. Webb returning this week to their home.

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Miss Mary Freeman of West Town street is visiting her niece, Mrs. Dwight C. Stone in Stonington.

S. A. Beebe of Pine Tree farm and Charles Bushnell of the Old Canter-

All Trolleys Lead To

The Boston Store

The Business Center of Norwich

AUTUMN SALE OF NOTIONS AND SEWING NEEDS

OCEANS OF NOTIONS AT SAVING PRICES

The thousand-and-one little things which the woman who sews requires will be found during this sale at prices which are extraordinarily little. You save a few cents here, and a few cents there, and the total saving will count up to quite a sum before you have purchased all that is necessary for the Fall sewing. Read the list over and check off your needs. Every item represents a good, worthy article—you may depend on that. Everything in this sale is good and worthy of the best work of the most careful dress-maker.

TAPES AND BINDINGS

WHITE TWILLED TAPE in 2-yard rolls, 3-8 to 3-4 inches wide..... 2 rolls for 8c
TWILLED COTTON TAPE, 24 yard rolls, medium weight, worth 10c..... 8c
ENGLISH TWILLED TAPE of best quality, 10 yard rolls, 1-4 to 1 inch wide, values up to 12 1/2c..... 8c
"FAVORITE" BIAS SEAM TAPE, 4 widths—12 yard pieces LADY DAINITY LINGERIE TAPE, 11 yards with bodkin, pink, blue or white..... 8c
F.A.S.T. COLOR LINGERIE BRAID in pink, blue or white TAFETTA SEAM BINDING, black, white or colors, 3 yard pieces, value 15c..... 14c
EVER-READY BUTTON HOLE TAPE in black only, value 25c a yard..... 5c
PRINCESS SKIRT BELTING in black or white, 2 inches wide, value 10c a yard or \$1.00 a piece..... 7c a yard 65c a piece
RICK RACK BRAID, 3 widths, value 10c..... Sale price 8c

HOSE SUPPORTERS

SEW-ON HOSE SUPPORTERS, the best quality of webbing—value 25c..... 15c
value 15c..... 10c
GENUINE C. M. C. HOSE SUPPORTERS
14c Infants'..... 11c
16c Children's..... 11c
19c Misses'..... 15c
29c Women's..... 25c
RUBBER BUTTON HOSE SUPPORTERS 5 sizes, in black or white..... 10c
PAD HOSE SUPPORTERS in black, pink, white and blue, value 25c..... 19c
SATIN PAD HOSE SUPPORTERS in black, white, pink or blue, value 50c..... 39c

THREAD

BLACK SEWING SILK, 500 yard spools, letter "A"..... 7c
WILIAMANTIC MACHINE THREAD, 6 cord, in black or white..... 8 for 25c
COATS' THREAD—buy it by the dozen for..... 55c a dozen
HASTING THREAD, 500 yard spools, white only, in sizes 40, 50 and 60..... 3 for 10c
MERRICK'S DARNING COTTON in black, tan, navy and gray..... 45 yards 2c
SINGER MACHINE BOBBINS, sizes 30 to 60, black or white, 4c box

BUTTONS

FRESH WATER PEARL BUTTONS, sizes 14 to 24, either 2 or 4 holes..... 4c a card
OCEAN PEARL BUTTONS in sizes 12 to 36, value 10c..... 7c
FANCY SUIT AND TRIMMING BUTTONS, worth up to 50c a card..... 25c

HOOKS AND EYES

BETTY HOOKS AND EYES in all sizes, black or white, will not rust..... 3c
HOOKS AND EYES of the best quality, black or silver finish, sizes 0 to 3, 2 dozen on card, worth 10c..... 7c
KOH-I-NOOR SEE-IT-SPRING and DELONG FASTENERS, 1 dozen on card..... 9c
HOOK-AND-EYE TAPE in either black or white, value 25c a yard..... 19c
SNAP TAPE, black or white, value 25c a yard..... 18c

PINS, NEEDLES, ETC.

BELT PINS, 60 white or colored pins on papers..... 5c
DEFENDER SAFETY PINS, sizes 2 and 3..... Sale price 3c
CLINTON SAFETY PINS, best quality, in nickel or black sizes 00 to 2, values up to 7c..... 4c
COMMON PINS of medium size, 400 on paper..... 3c
KIRBY BEARD & CO. MOURNING PINS, worth 10c a box..... 7c
STA-PUT DRESSMAKERS' PINS, 10c trial box..... 25c
29c 1-4 pound box..... 25c
GIANT HAIR PINS in all sizes, crimped or plain—2 packages for 3c
4c VERA HAIR PIN CABINET..... 2c
10c FANCY HAIR PIN CABINET..... 7c
15c HAIR PIN CABINET containing 300 pins..... 10c
BONE HAIR PINS in shell or amber finish, three shapes—10c package 7c
15c package 11c
ROBERT'S PARABOLA NEEDLES in all sizes..... pkg. 4c

MISCELLANEOUS

OMO DRESS SHIELDS
24c size..... 20c
27c size..... 22c
30c size..... 25c
35c size..... 29c
DOUBLE COVERED DRESS SHIELDS of good quality, value 17c a pair..... 10c, or 3 for 25c
WHITTEMORE'S SHINOLA, 2-IN-1
SHOE POLISHES
25c size..... 21c
10c size..... 8c
35c SHINOLA HOME SETS..... 29c
10c ROLL-UP SHOE POLISHERS..... 8c
COLLAR SUPPORTERS in all latest styles, black or white—5c quality..... 4c
10c quality..... 8c
MADEAM COLLAR SUPPORTERS in odd sizes..... 1c
10c CROCHET YARN HOLDERS in steel or celluloid..... 5c
25c SETWELL SPOOL AND SEWING HOLDER with Pin Cushion..... 15c
NICKLED SKIRT MARKER with hinged post, complete with chalk..... 23c
CELLULOID THIMBLES in assorted colors..... each 4c
60-INCH TAPE MEASURE..... 3c
FLAT LISLE ELASTIC in black or white..... a yard 4c
FLAT LISLE ELASTIC of best grade—6c to 8c widths..... 5c
10c to 12 1/2c widths..... 9c
25c FANCY FRILLED ELASTIC in black, white and colors 18c
FLAT LISLE AND TUBULAR CORSET LACES..... 5 yards 4c
CORSET CLASPS, 10 to 14 inch 17c dozen..... 12c
12 1/2c grade..... 9c
IRONING WAX with wood handle..... 5 for 5c
25c SCISSORS of all kinds and in all sizes..... 21c
TUBULAR SHOE LACES in bundles of one dozen pair, 3 lengths, value 19c a bunch..... 15c
TUBULAR SHOE LACES of better grade, three pair in bunch, three different lengths 12c
BLACK, WHITE AND TAN SHOE LACES in three lengths 4c
10c FOLDING SKIRT HANGERS..... 2 for 15c
TOMATO PIN CUSHIONS..... 4c
CUSHION GRIP HANGERS for skirts or pants..... 5c

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NEURALGIA PAINS YIELD QUICKLY

HUNDREDS FIND SLOAN'S LINIMENT SOOTHES THEIR ACES

The shooting, tearing pains of neuralgia and sciatica are quickly relieved by the soothing external application of Sloan's Liniment. Quiescent the nerves, relieves the numbness feeling, and by its tonic effect on the nerve and muscular tissue, gives immediate relief. Sloan's Liniment is cleaner and easier to use than musky plasters and ointments and does not clog the pores. Just put it on—it penetrates, kills pain. You will find relief in it from rheumatism, neuralgia, sciatica, stiff neck, toothache, etc. For strains, sprains, bruises, black-and-blue spots, Sloan's Liniment quickly reduces the pain. It's really a friend of the whole family. Your druggist sells it in 25c, 50c, and \$1.00 bottles.

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A full line in stock.
Prices \$2.25, \$2.75 and \$3.25.
Tubing 10c per foot.

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Buy your bottle of Foley's Honey and Tar now, and quickly stop the coughs and colds of early fall. Early fall brings on, bronchitis, asthmatic wheezing, troublesome night coughs, whooping cough, and tickling, irritable throats. It aggravates the distressing cough of weak lungs, and the chronic coughs of elderly people. It gives "buffets" to infants and children and provokes adenoids and sore inflamed throats. Give Foley's Honey and Tar freely. It is so soothing and curative, relieves hoarseness and puts a healing coating on the inflamed mucous lining of the throat. It keeps the lungs healthy and quickly relieves cough before this dreaded thing has a chance to really harm the children or sore the parents. The last dose is just as good as the first, and a less amount is needed than of any other cough syrup.

So set it that you get only the original FOLEY'S HONEY AND TAR, for it is the only genuine, and contains no opiates.

Lee & Osgood Co.

burly turnpike are having their silos filled.

Mrs. L. V. Whitford of Jewett City visited her sister, Mrs. Frank S. Avery, of West Town street this week.

Willis White of Pecks Corner, who is with the N. Y. N. & H. R. R. is in town this week to visit at his home here.

Mrs. Mary Adams has closed her cottage on the Williamette campground and is visiting her son, George Adams of Pecks Corner.

Mrs. Henry King of Franklin and Mrs. Clinton Goodwin of Lebanon were guests Wednesday of Mrs. Martha Cross of Washington street.

Richard Hewitt, of Middletown, who is soon to take a post-graduate course at Princeton, was the recent guest of his grandmother, Mrs. James Miner of Town street.

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